

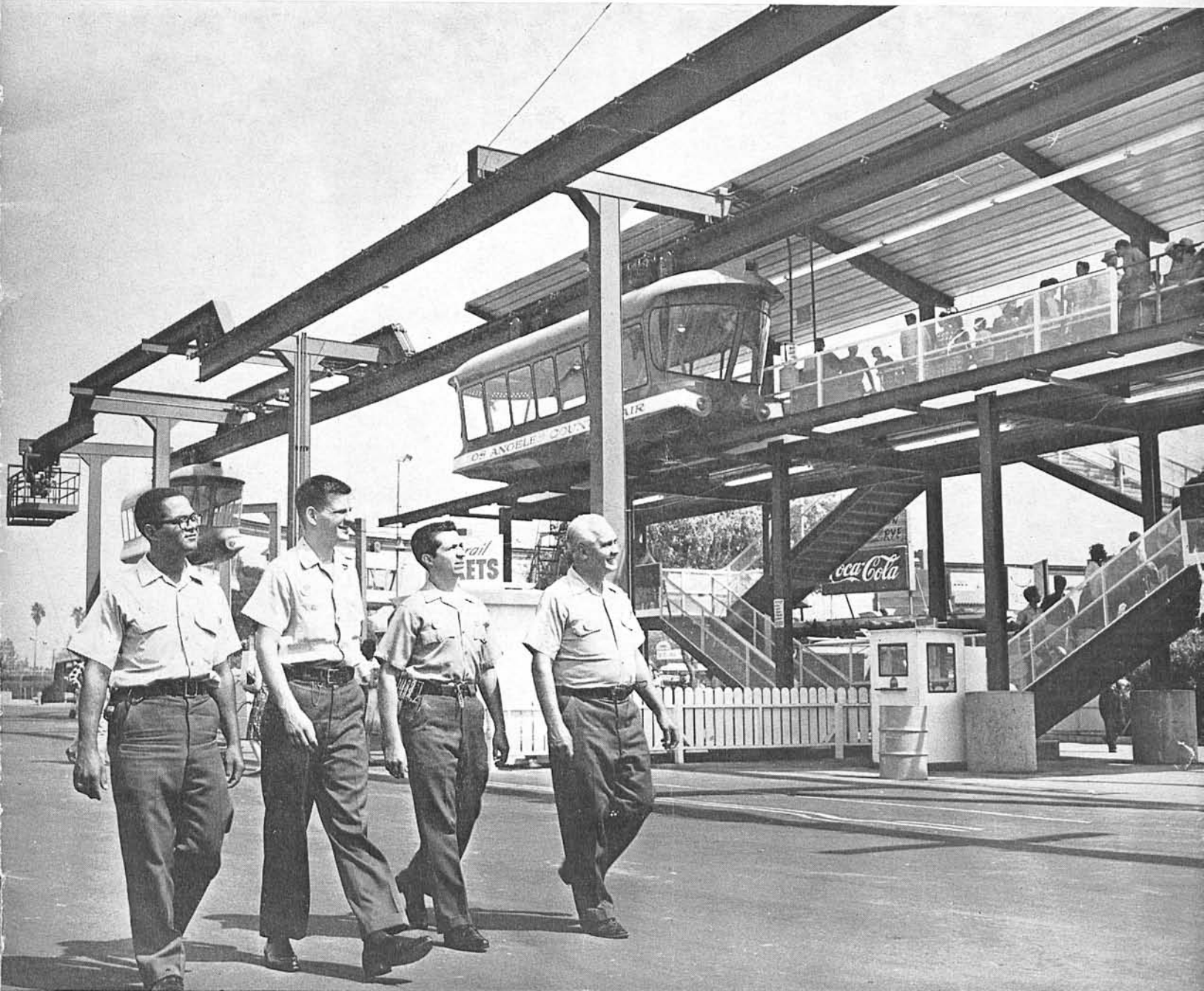
The



Emblem

76-99

OCTOBER, 1962



Op. Porche R. Lepins Dave Galvez & Ray Rothemal G + MAIN OPS. AT
MONORAIL: for Fun (above); for Airport (p. 2)

Pomona Agency — 3 Divisions Win NSC Awards — "Space Ranger" Pomona Fair

Operator Courtesy Is Making Headlines! (see pp. 10, 11, 12)

Fire Proves MTA Ready for CD Emergency

The Emblem

Vol. 4 October, 1962 No. 12

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OUR COVER

FOUR OPERATORS from Division 11 stroll through the Los Angeles County Fair and look with special interest at the monorail system that was installed this year.

From left, the Operators are Otis Porche, Robert Lepins, David Galvez, and Ray Rothermel.

They're looking at the one loading station built for the mile-long suspended monorail system. The unloading station is in a different spot.

For more details and pictures on the monorail, see Page 6.

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WARDEN WOOLARD

* * *

C. M. GILLISS
Executive Director

W. Warren Silliman, Editor



Our Newest Board Member

WHEN Warden Woolard, retired Editor of the *Los Angeles Examiner*, was appointed to the MTA Board by Gov. Edmund G. Brown last August, the Governor said of him:



WARDEN WOOLARD

"Mr. Woolard has been a Los Angeles newspaper man for 42 years and has a national reputation not only in his chosen field but for his wide knowledge of the affairs of the nation and of the State of California. He is now retired, but as an active newspaper editor he sponsored enabling legislation for the Metropolitan Transit Authority and was well known

and respected for his devotion to the civic interest of Los Angeles."

Appointed for a four-year term ending Mar. 2, 1966, Mr. Woolard was sworn in at the Aug. 21 meeting of the Board. Chairman A. J. Eyraud named him as Chairman of the Finance Committee and member of both the Legislative Committee and the Advertising, Promotion, and Public Relations Committee.

Before his long service with the *Examiner*, Mr. Woolard was for three years City Editor of the *Los Angeles Times*, for which paper he worked a total of nine years.

Mr. and Mrs. Woolard live on South Alta Vista Blvd., Los Angeles. They have a daughter, Mrs. James O. Heft, also of Los Angeles.

Monorail to the Airport?

GOODELL Monorail Systems, Inc., backed by financing offered by Paine, Webber, Jackson & Curtis, presented a plan to the Authority at its Sept. 4 meeting to build a \$40,000,000 monorail between Los Angeles and International Airport. After two weeks of study by himself and his staff, Executive Director C. M. Gilliss reported to the Board Sept. 18 that "there hasn't yet appeared any major deficiency" in the Goodell plan, and "it appears possible of accomplishment with the cooperation of the monorail firm, the underwriting firm, the MTA and the public agencies within whose purview the rights of way lie."

Warden Woolard, Chairman of the MTA Board's Finance Committee, however, expressed at the time some doubts as to certain financial aspects of the proposal, by which private MTA revenue bonds would be underwritten to place the 90-mile-an-hour line in operation.

Final decision was postponed. A decision may have been reached by the time you read these lines.



POMONA TRANSPORTATION TERMINAL—an MTA ticket agency.

STATIONS AND AGENCIES

Second of a series that began in the last issue of THE EMBLEM with a story of the two exclusively MTA-operated stations at Sixth and Main Sts., Los Angeles, and at Bailey St. and Comstock Ave., Whittier. As space permits, other stations and agencies will be spotlighted. This time it's:

Pomona Transportation Terminal

MTA CARRIED 53,395 passengers to and from the Los Angeles County Fair at Pomona this September. Of these, 10,570 used the shuttle between Pomona Station and the fairgrounds.

The City of Pomona is currently receiving national attention for its civic center redevelopment.

In both of these activities, the Pomona Transportation Terminal, in which MTA's ticket agency for that city is located, has played an important role. So let's talk about the Pomona agency, which ranks as one of the five largest as a producer of MTA revenue.

The Pomona Transportation Terminal is located at 156 W. Commercial St., alongside the Southern Pacific and Union Pacific tracks paralleling each other and running east and west through the center of the city. Terminal Manager, and the MTA Agent, is Mack Wright, who is also Secretary of the Pomona Transportation Terminal, Inc.—a corporation consisting of

46 local businessmen comprising the stockholders. This group, according to Mr. Wright, established the terminal three years ago as a central point in an overall plan developed in 1948 to redesign and rebuild downtown Pomona and to improve the city as a business center in the San Gabriel Valley.

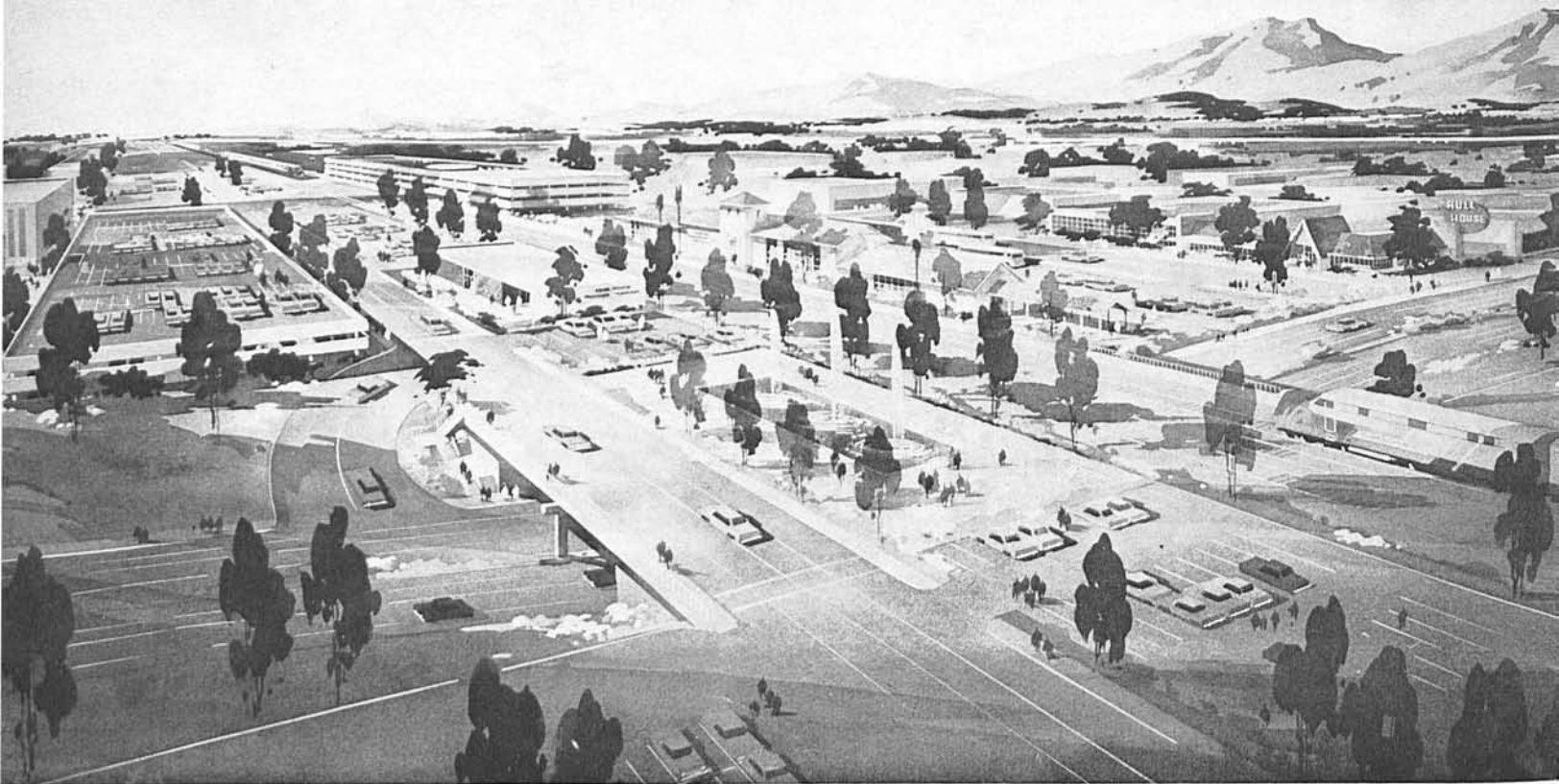
The plan, Mr. Wright said, includes, in addition to the Transportation Terminal:

1. Closing off nine blocks of Second St., a main traffic artery, between Park Ave. on the west and Linden St. on the east, and reconstructing the street as a pedestrian mall, lined with exotic trees, and furnished with fountains and beautiful statuary. Chosen to design it was the famous artist, Millard Sheets.

2. Construction of many new public buildings, as well as many large privately owned buildings, at and near the civic center. Among the public buildings are a \$3½ million court-

MACK WRIGHT, Manager and MTA Agent.





ARTIST'S CONCEPTION of Pomona Transportation Terminal as it will look when completed. Station, with extensive additions, is in center of picture. Garey Ave. underpass is in foreground. Note extensive parking facilities, fountains, and beautiful landscaping.

Pomona Transportation Terminal . . .

house, a \$1.2 million library, a \$1 million police and fire department building, a new city hall, and a new post office. Among the privately owned buildings are a \$3.5 million Buffum's department store and a \$2.5 million Home Savings and Loan building, both on the Mall.

3. Remodeling and/or refacing in the modern tempo many existing buildings.

4. Installation of many new parking areas around the Transportation Terminal and in other parts of downtown Pomona convenient to the Mall.

5. Construction of three underpasses beneath the tracks at Towne, White, and Garey Aves. to improve the north-and-south accessibility of the business center.

6. Establishment of a heliport near the Transportation Terminal.

PEDESTRIAN MALL, running through center of Pomona for nine blocks east and west. In this view you are looking towards the east from a point near the west end. Pebbled concrete alternates with darker material on walkway. Planters with trees are new. This is the former traffic-laden 2nd Street.

Some of this construction, such as the Buffums store, and much of the remodeling, have already been completed; some is under way; and all, Mr. Wright pointed out, is being built without recourse to federal funds. "Community spirit is flourishing as never before as the Pomona citizenry and its leaders band together to lift

themselves by their own bootstraps," he said.

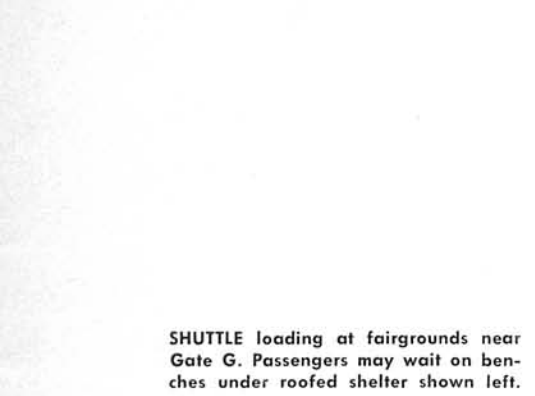
The Transportation Terminal serves two railroads—Southern Pacific and Union Pacific; three bus lines—Greyhound, Chino, and MTA; a local taxi company; and several car rental agencies.

(continued on page 6)

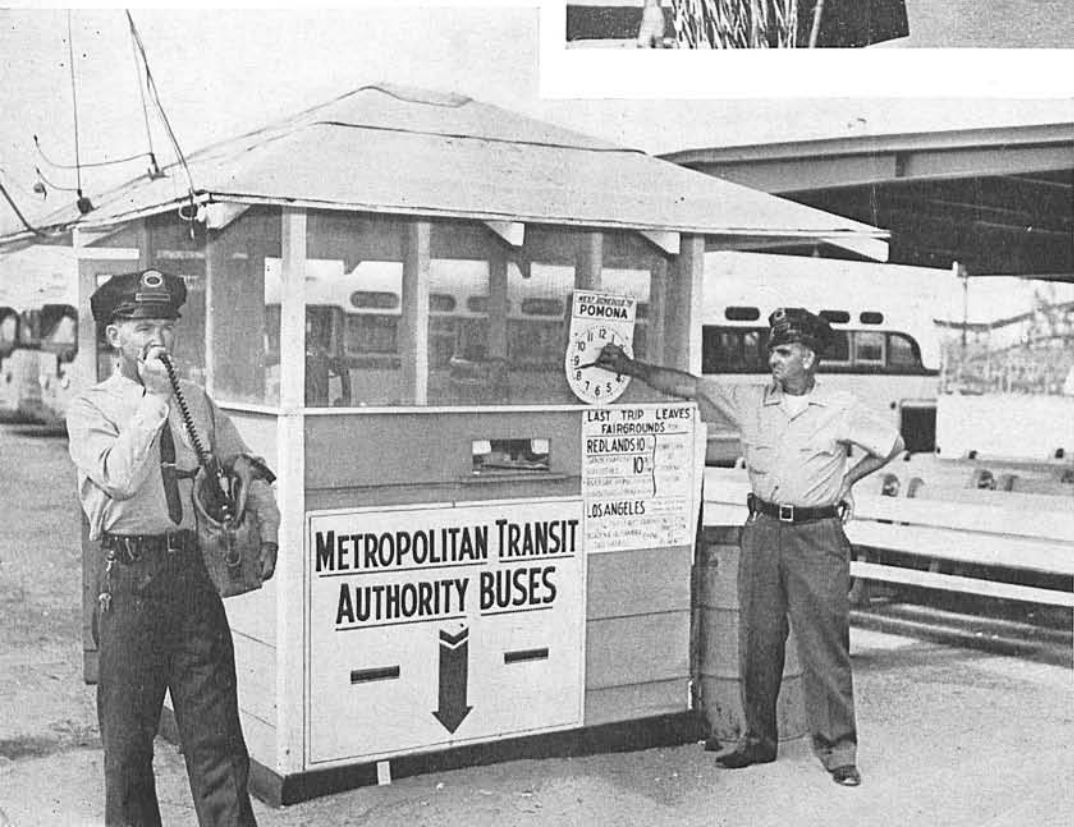




PASSENGERS TRANSFER at Pomona Transportation Terminal to and from a through bus to Los Angeles on Line 60 (left) and a fairgrounds shuttle.



SHUTTLE loading at fairgrounds near Gate G. Passengers may wait on benches under roofed shelter shown left.



MANAGING MTA service at the Pomona Fair this year were Supervisor Frank G. Poppleton, left, and Instructor D. A. Fox. Mr. Poppleton is talking to Dispatcher over walkie-talkie. Mr. Fox is changing hands of clock to show time next shuttle leave grounds. In background are MTA buses to be used when crowds leave horse races.

Pomona Terminal . . .

(continued from page 4)

MTA lines entering and leaving the Terminal are Los Angeles-Pomona-Riverside-San Bernardino-Redlands Line 60 (all three legs), Los Angeles-El Monte-Baldwin Park-Covina-Pomona via Garvey Ave. Line 63, and Pasadena-Pomona Line 64.

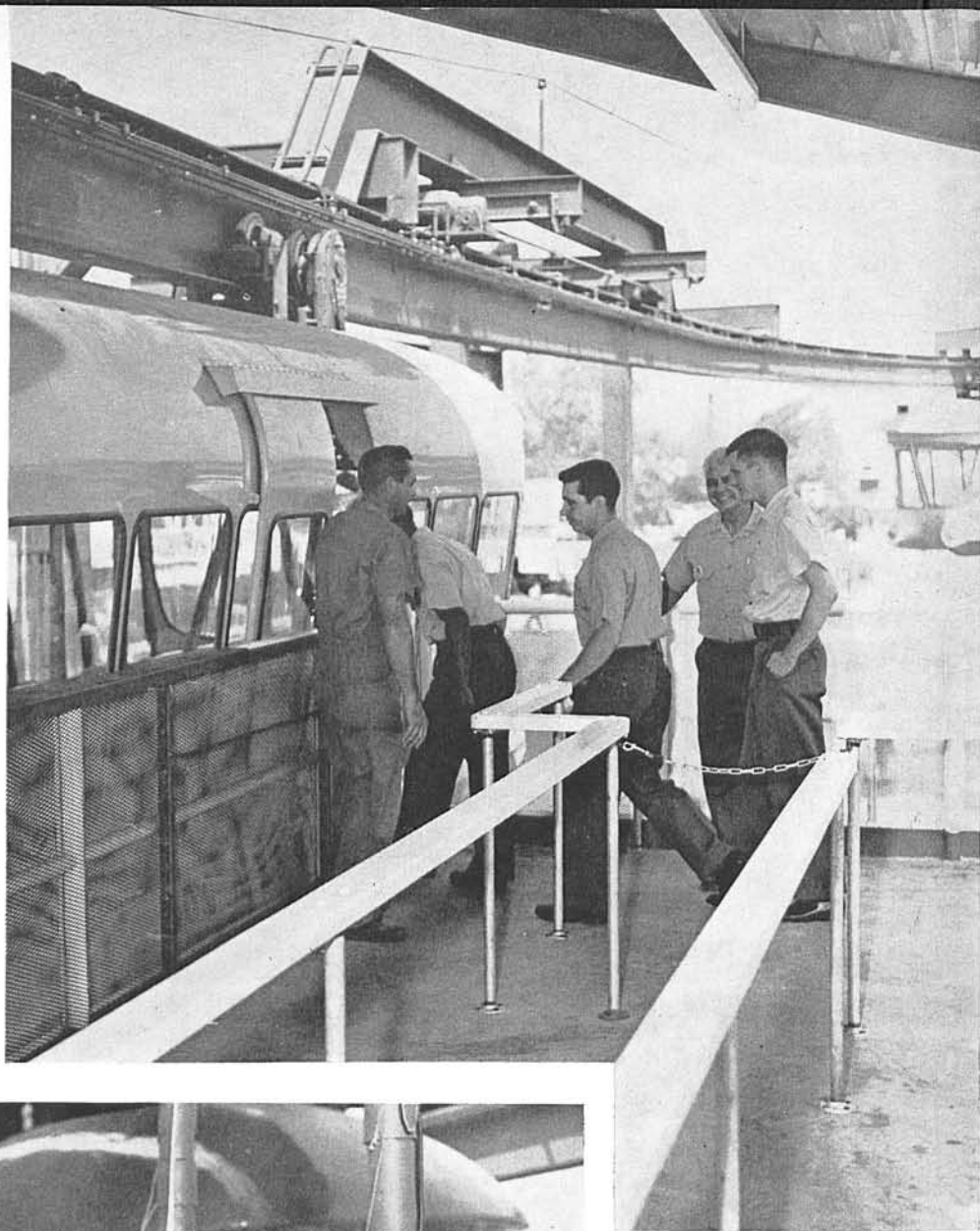
Positive connections are made at the Terminal by Chino Bus Line with Line 60.

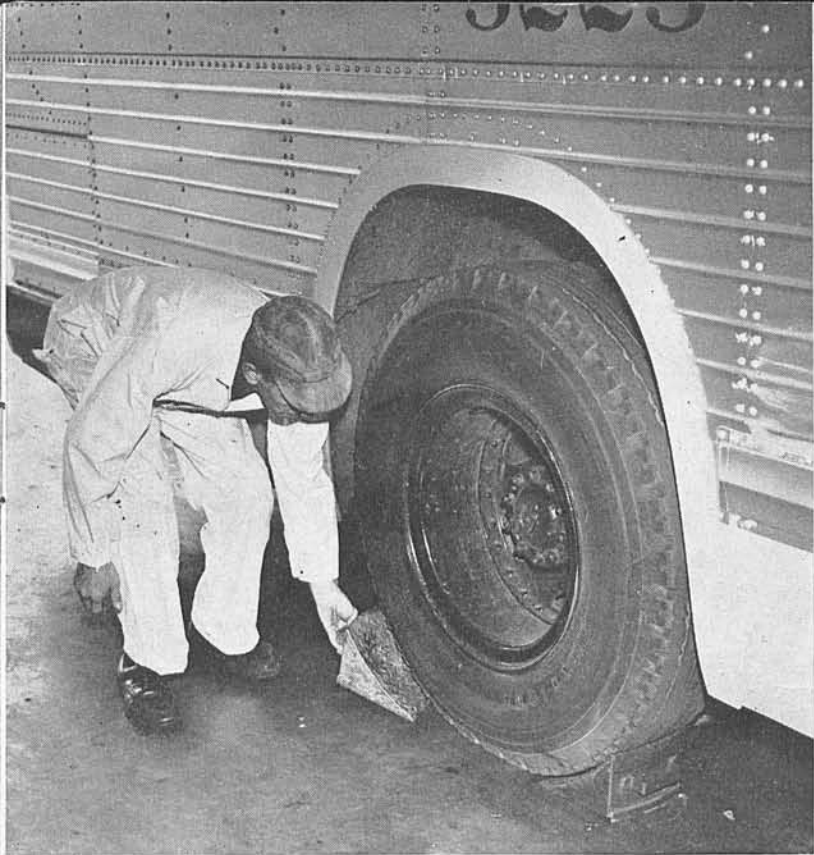
During the annual Los Angeles County Fair, shuttle service between Pomona Station and the fairgrounds is provided for riders of regular MTA service stopping at the Terminal. Last year Pomona Station revenues were up by \$1,000 during the fair months, September and October, over July and August.

"I feel that the civic progress in Pomona is going to mean more and more passengers and revenue for MTA," Mr. Wright concluded.

RIGHT—All aboard! Same group of Operators as on front cover try the Fair's monorail.

BELOW—Operator Ray Rothermel, foreground, gets explanation from regular "engineer" as to how to operate the push-button switchboard governing the 14 cars of the monorail system from the passenger-loading platform.





Always use chock blocks . . .

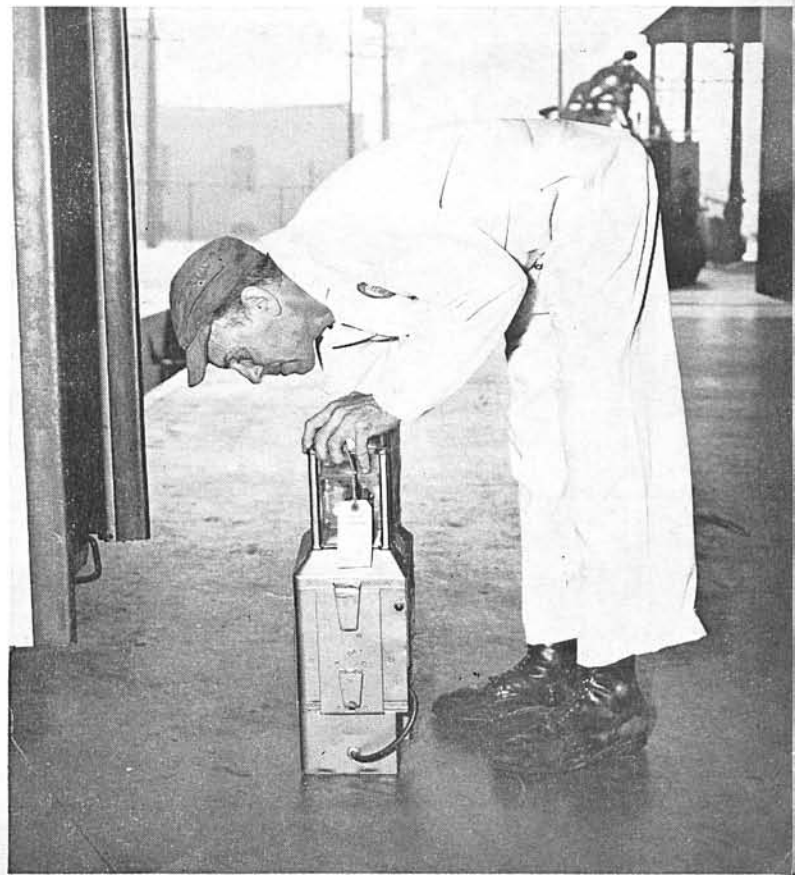
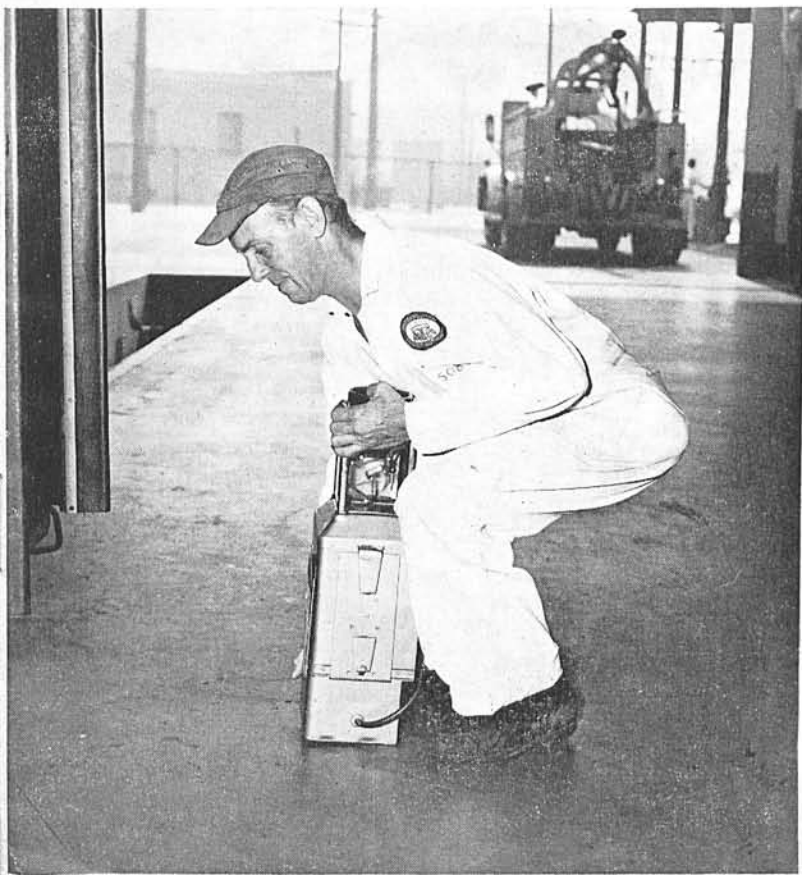
. . . to prevent this

“Refresher Course”

Pictures posed by Nelson Buswell, Mechanic A, Division 1

Leg muscles can take it . . .

. . . Back muscles can't





HOLDING NSC SAFETY PLAQUES won by Operators at three divisions are the Superintendents involved: from left, R. W. Krafft, Division 12, Long Beach, a first place; W. A. Ullrich, Division 9, El Monte, a first place; and K. E. Funk, Division 11, Sixth and Main Sts., Los Angeles, a second place. A congratulatory handshake is being given George F. Goehler, General Superintendent of Transpor-

ation, at left in background, by Peter Johnson, Vice-President for Fleet Safety, Greater Los Angeles Chapter, National Safety Council. Second from left and at extreme right are two Local Chairmen of the BRT, which cooperates fully and extensively with MTA in matters of safety; respectively, C. H. Cantrell, for Operators at Divisions 9 and 11; and W. C. Aldrich, for Operators at Division 12.

Divisions 9, 11, 12 Win NSC Awards

Division 12 Also Wins Impruv-Ur-Record Trophy for August

THREE DIVISIONS were awarded safety plaques at the 18th Annual Fleet Safety Awards Dinner held Oct. 1 at the Beverly-Hilton Hotel by the Greater Los Angeles Chapter, National Safety Council.

The divisions were entered in the motor coach transit category.

In the classification for fleets traveling over 350,000 miles a month, Division 9, El Monte, won first place, and Division 11, Sixth and Main Sts., Los Angeles, second.

In the classification for fleets traveling between 200,000 and 350,000 miles a month, Division 12, Long Beach, won first place.

According to the NSC, a total of 538 fleets, grouped according to the size and type of operation, were in the contest, and traveled over 793,700,000 miles during the contest period, which ended last July 1.

Winners of the competition are

fleets with the lowest reportable accident frequency rates.

A reportable accident by NSC contest rules is (1) an accident, other than in boarding or alighting, where a passenger or employee claims injury; and (2) an accident resulting in property damage if the accident occurred while the contest vehicle was in motion.

"We feel that the Fleet Safety Contest and the Impruv-Ur-Record contest have been of much mutual aid," declared Chief Safety Engineer J. W. Prutsman. "Although their rules are different, both have for their primary purpose the reduction of accidents."

IMPRUV-UR-RECORD

Division 12 was also presented another award on the day after the Fleet Awards Dinner. This was the Impruv-Ur-Record trophy for the month of August.

Amassing 425 points for the month,

the Long Beach drivers took the trophy away from their colleagues at Division 20, the streetcar division, whose Operators won a leg on it in July, the month when the contest for the last six months of 1962 began.

For the two months, Division 12 was in the lead with 670 points as compared with second-place Division 20's 525.

For August, Division 5 was in second place.

THE EMBLEM Salutes —

—*Bus-Rail Topics*, publication of the Brotherhood of Railroad Trainmen, and recipient of an award by the National Safety Council (in Chicago) for outstanding contributions to the cause of safety. The award was presented at the Fleet Safety Dinner, Oct. 1.

More Flyers Added To Lines 36 & 37

**Oct. 21 Brings Round-the-Clock Service
Seven Days a Week to Long Beach;
Nine More Sunday Flyers on Line 37;
Local Service Revised to Meet Need**

INCREASING DEMAND for faster and more frequent service between Los Angeles, Long Beach, and San Pedro has led to a decision of the MTA Board to add a considerable number of schedules on Long Beach Freeway Flyer Line 36 and Harbor Freeway Flyer Line 37. Local service is to be adjusted to meet changing needs.

All changes will be effective Oct. 21.

Six additional round trips will be added daily on Line 36 to provide 24-hour, seven-day-a-week service between Los Angeles and Long Beach, and running time will be faster, especially on Sundays.

Two evening, three Saturday, and nine Sunday trips will be added in each direction to Line 37. The added trips will have for their northern terminus the MTA Depot at Sixth and Main Sts., Los Angeles, instead of the Union Station. For speedier routing, these trips will avoid Artesia Blvd., and use a section of the San Diego Freeway between Avalon Blvd. and the Harbor Freeway.

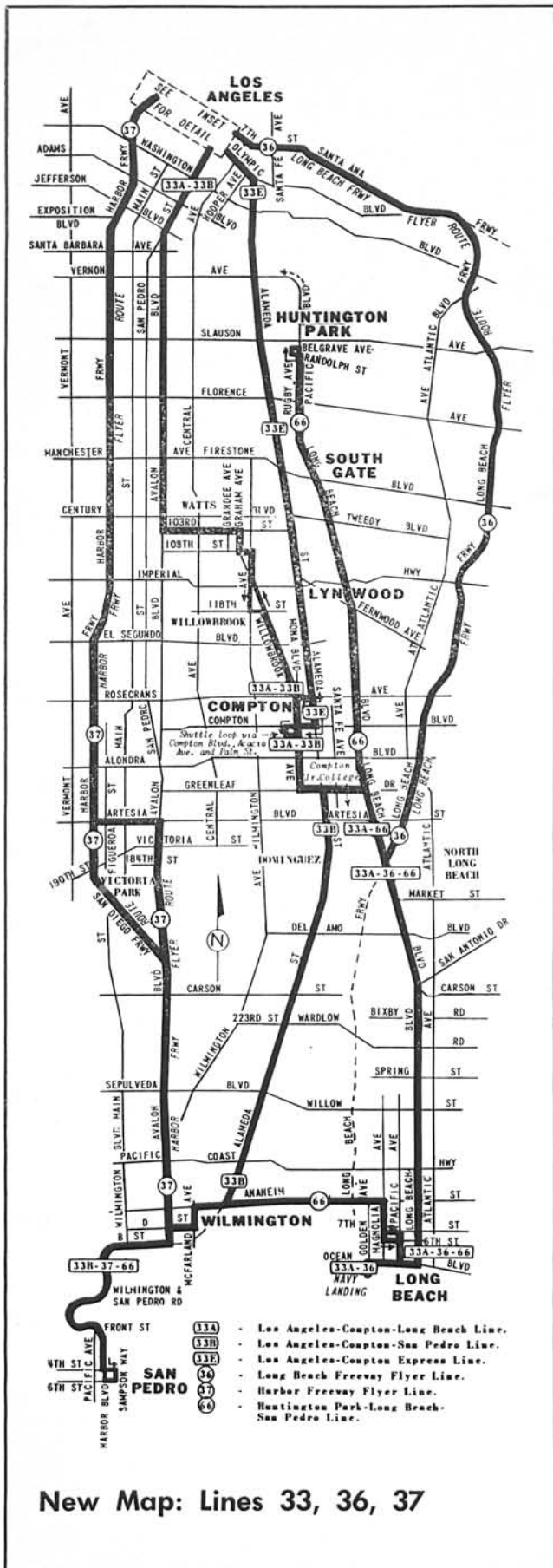
LOCAL SERVICE CHANGES

A number of revisions will be made in local service between Los Angeles and Long Beach and Los Angeles and San Pedro.

Under present arrangements, both Line 33A and Line 33B follow the same route between Los Angeles and Compton. At Greenleaf Dr. and Alameda St., they split. The Line 33A route goes to Long Beach via Long Beach Blvd., and the Line 33B route goes to Wilmington and San Pedro via Alameda St.

Under the new plan, this routing will continue during daytime hours Monday through Friday. On weekday nights, however, and on Saturdays and Sundays, Line 33A will terminate at Greenleaf Dr. and Long Beach Blvd. Here passengers bound for points along Long Beach Blvd. or other points in Long Beach as far as the MTA Station will transfer to buses on the Huntington Park-Long Beach Line 66. Hourly through service on Line 33B between Los Angeles and San Pedro will continue during daytime hours on weekdays and Saturdays. Nights and Sundays, however, the line will serve as a shuttle from San Pedro to connect with Line 33A at Compton Station and service will be every two hours.

"The new arrangements, particularly the increased night, Saturday, and Sunday service on the Flyers, will be of much help to all, especially military personnel, traveling between Los Angeles, Long Beach, and San Pedro. The changes will also provide a more consistent program of service to Catalina and Marineland," commented Fred S. Dean, MTA Board member who resides in the Long Beach area.



Commendations...

235 Operators Honored For Courtesy, Aug.-Sept.

CONGRATULATIONS to the following 235 Operators, who received commendations during August and September:

AUGUST

I. D. Addison, Division 5; W. E. Alexander, 5; N. E. Arendall, 9; Albert Armelin, 5; A. J. Arnone, 3; A. A. Arredondo, 2; H. E. Bailey, 5; George Battelle, 7; L. E. Bedford, 5; D. E. Berri, 20; J. C. Boyer, 12; Willie Bradford, Jr., 5; E. L. Brentham, 20; D. K. Brown, 7; E. N. Brunswick, 5; C. T. Burris, 7; W. E. Burris, 2.

O. H. Cambron, 2; C. L. Carlson, 8; J. W. Carroll, 7; Russell Clair, 3; J. D. Cleveland, 3; D. L. Collins, 1; R. D. Congiardo, 3; Benjamin Cooper, 7; C. V. Crosley, 1; W. S. Crawford, 5; E. A. Cumbie, 11; E. A. Cure, 12; L. A. Davis, 8; Leslie Douglas, 8; M. L. Dozier, 2; G. A. Ferguson, 3; C. C. Fisher, 6; W. C. Fisher, 7; L. A. Finn, 12; S. P. Forrestal, 6; William Freeman, 2.

F. J. Gauch, 1; S. T. Gehrke, 8; D. L. Gladwell, 11; J. A. Goines, 5; D. C. Grayson, 12; E. C. Green, 20; W. J. Green, 9; Frank Hackman, 2; F. W. Hall, 11; R. G. Harris, 3; L. G. Herman, 11; Jerry R. Hernandez, 20; F. L. Herrin, 20; H. H. Hill, 5; Henry Holland, 2; H. C. Hunten, 2; J. R. Jenkins, 5; L. D. Jensen, 6; J. P. Jones, 3; Herman Kalis, 10; M. L. Keith, 8; J. M. Kienegger, 8; G. W. King, 10; Irene J. King, 5.

Vernon Land, 12; A. R. Lennen, 6; E. P. Lewis, 7; D. L. Livingston, 2; Joe Liscano, 7; J. A. Lyle, 3; F. J. Macklin, 7; M. A. Martel, 9; F. L. Mauldin, 1; R. A. McClland, 9; T. P. McLendon, 1; Willie McCoy, 3; E. L. Messner, 1; W. H. Miller, 11; B. J. Mitchell, 1; Bernard Model, 2; J. A. Moody, 2; Monnie Moore, 5; B. J. Moulton, 20; G. V. Norcia, 8; Calvin Norton, 7; F. W. Nott, 3.

E. J. O'Rourke, 7; O. A. Ortega, 20; S. O. Parker, 2; J. G. Pollard, 6; V. D. Powell, 7; O. W. Price, 2; P.

D. Proud, 3; B. T. Ray, 2; C. C. Ray, 5; C. L. Richmond, 7; D. S. Rocha, 20; John Savin, 3; Ann G. Schulz, 7; W. C. Schultz, 3; M. E. Scoville, 20; Leonard Sellick, 5; J. F. Shea, 7; G. A. Smith, 1; J. J. Starz, 11; W. C. Stephens, 2; J. W. Stevens, 6; Allen Stinson, 2; W. C. Swartwout, 11.

E. E. Taylor, 7; James Tennison, 10; R. S. Terrell, 7; J. H. Thames, 2; E. E. Thomas, 8; F. V. Thomas, 10; L. F. Thompson, 12; M. E. Thompson, 6; M. D. Tafoya, 7; R. B. Van Zile, 3; G. F. Vogel, Jr., 2; W. C. Young, 20; D. E. Walker, 7; F. K. Walker, 9; C. B. Warfield, 7; James Watkins, 1; J. A. Warren, 8; W. S. A. Weary, 2; W. C. Webb, 5; R. L. Webster, 6; J. P. Wendruck, 5; F. M. Wieberle, 5; P. R. Willing, 2; H. A. Wilson, 2; C. W. Wisler, 7; H. L. Woodford, 11; G. D. Woods, 5; Ernest Wright, 1.

SEPTEMBER

E. A. Abbott, Division 10; S. M. Alexander, 3; D. P. Anderson, 7; George Anderson, 7; H. D. Apel, 7; A. A. Arredondo, 2; Walter Bables, Jr., 5; R. L. Barth, 11; F. G. Beach, 5; M. E. Bentley, 3; L. S. Bernard, 5; A. E. Bliss, 5; M. L. Bredman, 8; C. T. Burris, 7.

J. W. Carroll, 7; H. G. Cate, 5; H. M. Cherry, 11; P. R. Ciaccarello, 10; W. S. Crawford, 5; C. V. Crosley, 1; C. R. Curd, 9; E. A. Cure, 12; W. F. Curry, 2; C. H. Donahoe, 2; Frank El Fattal, 20; Harvey Evans, 7; R. M. Ewell, 6; M. R. Farmer, 7; R. R. Felan, 3; J. D. Fenwick, 11; E. J. Filek, 2; S. P. Forrestal, 6; O. R. Francis, 5.

Early Gentry, Jr., 7; D. L. Gladwell, 11; B. A. Goddard, 20; L. G. Grant, 1; D. C. Grayson, 12; Carlos Guerra, 8; J. B. Haining, 2; F. W. Hall, 11; R. E. Hamilton, 3; H. J. Harrigan, 2; J. M. Hiram, 7; J. K. Hodo, 1; C. L. Hurst, 7; C. E. Johnson, 20; J. M. Kienegger, 8; J. E. King, 1; M. E. Kittinger, 12; R. D. Kornell, 20.

J. J. LaFond, 12; D. C. Langston, 5; F. V. Lemaster, 6; D. L. Livingston, 2; J. H. Livingston, 12; Ira Luttrell, 7; Hamilton Lynum, 5; R. E. Maul, 20; J. E. McGee, 20; F. L.

Line 85 Riders Fete Courteous Operator

WHEN passengers on his Line 85 run gave Operator R. J. Walters a "welcome back" party on his bus last Sept. 4, a large picture of the event and a two-column story about it appeared next day on the second front page of the *Los Angeles Herald-Examiner*.

The story led off:

"When passengers step aboard the Crenshaw bus driven by Richard Joseph Walters, they swap their monetary fare for a fair amount of cheer and happiness.

"And in appreciation for making life beautiful on a bus, particularly en route to work, 10 of the 48-year-old driver's passengers decided to give him a couple of gifts upon his return from a 24-day vacation."

According to a report from Supervisor E. W. Fredrickson, the Operator "was delayed a few minutes at Vine and Sunset, north 9:34 a.m. and given a presentation by a group of his regular passengers in appreciation for his continued courtesy and pleasant manner which he always maintains towards all his patrons."

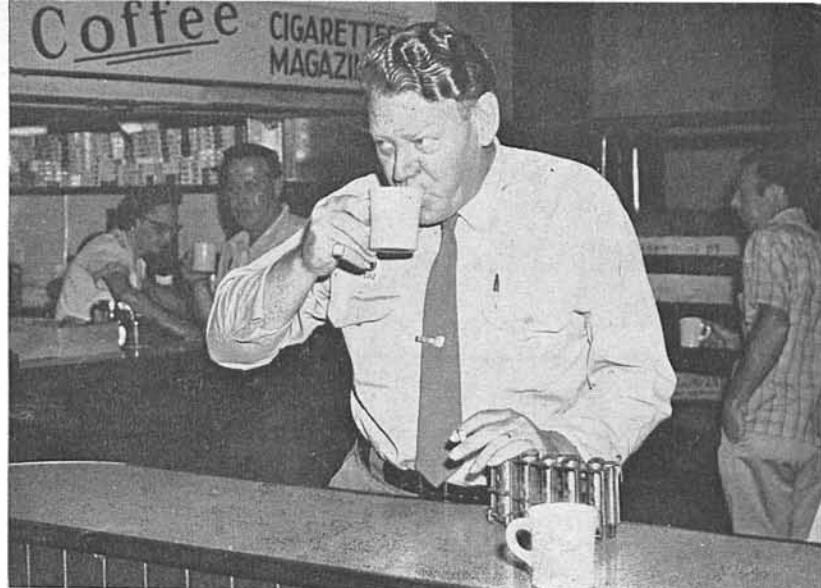
Morris, 20; V. T. Morrison, 5; L. L. Murdock, 1; W. E. Napier, 3; O. A. Ortega, 20.

Frank Pacht, 1; J. C. Pateman, 2; A. L. Patterson, 7; H. W. Powers, 9; W. A. Prewitt, 8; O. W. Price, 2; M. J. Pruett, 9; J. F. Riley, 12; R. M. Riley, 10; W. J. Ritter, 2; R. J. Robinson, 7; E. P. Rodeen, 5; T. W. Rodgers, 2; Bob Root, 2; D. M. Ruiz, 1.

A. W. Saunders, 7; D. A. Schinler, 5; E. L. Schonbachler, 5; M. E. Scoville, 20; Leonard Sellick, 5; H. W. Shaw, 2; R. L. Smith, 3; N. B. Straley, 5; J. W. Stevens, 6; Herb R. Steyer, 2; V. C. Swindall, 3; Michael Troff, 5; R. B. Van Zile, 3; R. J. Walters, 5; R. L. Webster, 6; E. F. White, 8; M. F. Wiltgen, 5; J. E. Wise, 5; C. W. Wisler, 7; Ernest Wright, 1.



"COURTESY IS CONTAGIOUS"—Edward L. Schonbachler, left, September Operator of the Month, receives the usual \$50 MTA check and a handshake from his Superintendent, J. T. Johnston, of Division 5, with courtesy sign on the latter's door as background.



BETWEEN TRIPS on his Disneyland-Knott's Berry Farm run, Robert E. Miller, August Operator of the Month, relaxes at the coffee counter in the MTA Depot Annex, Sixth and Los Angeles Sts. Even at such times, Mr. Miller courteously answers many questions.

Aug. and Sept. Operators of Month Keep MTA Courtesy Standards High

**Edward L. Schonbachler, of Division 5, Sept. Choice;
Robert E. Miller, of Division 11, Selected for Aug.;
Burdick, Crosby, Grayson, Moody Runners-up**

OUTSTANDING COURTESY paid off for two Operators in recent months.

Because of the good will their conduct created in the minds of their passengers, a \$50 check from MTA went to Edward L. Schonbachler, of Division 5 for his selection as September Operator of the Month; and a similar amount to Robert E. Miller, of Division 11 (Santa Ana Terminal), for his selection as August Operator of the Month.

Of Mr. Miller, a passenger wrote: "I have ridden with him periodically for the last six years, and I assure you that his patience and good humor under the most trying circumstances are unbelievable."

Mr. Schonbachler won the award for his prompt action in summoning aid for a woman who suffered a stroke on his Line 5 bus. She was the

mother-in-law of an army officer who wrote from Hawaii in praise of the Operator's quick thinking.

RUNNERS-UP

In the August selection, the judges also considered for the award T. L. Burdick, of Division 10, for his long-continued courtesy toward a former victim of polio; and J. A. Moody, of Division 2, who was observed by a regular rider to act with superlative courtesy toward an elderly woman carrying a heavy load.

In the September program, C. V. Crosby, of Division 1, and D. C. Grayson, of Division 12, were the runners-up: Mr. Crosby for his helpfulness to passengers and his ability to maintain his patience and good humor even when passengers are inconsiderate; Mr. Grayson for similar conduct, especially toward senior citizens.

Sorry—We Goofed!

NAMES were inadvertently switched in the last issue of THE EMBLEM on the pictures of the runners-up for July Operator of the Month.

Below are the pictures of I. D. Addison and W. R. Hardie with, we hope, the names correctly placed.



I. D. Addison



W. R. Hardie

Scoville Finds \$2,000 On His "R" Line Car

"I COULDN'T BELIEVE MY EYES!"

Operator Marshall E. Scoville, of Division 20, was describing his experience in finding over \$2,000 in a purse lying on a seat of the "R" car he was putting away in the yard after his run on Monday, Aug. 27.

"I was taking the reverse handle to the other end of the car when I saw the purse," he recalled. "Inside was an envelope postmarked from Holland and containing a large number of crisp new bills in denominations of \$100, \$50, \$20, and \$10.

"I took the purse into the division, and asked the Clerk, Ray Bandich, to help me count the money and witness the total amount. Including some small bills and change loose in the purse, we counted \$2,028.83.

"I remembered that the last person who left my car was a little old lady who had boarded at 3rd and Gramercy. She had alighted at 3rd and Vermont, and no other passenger boarded during my pull-in trip to the division.

"Several days later, the same little old lady came up to my car at 3rd and Vermont and thanked me for finding her money. She had retrieved it from the Lost and Found Department the morning after I found it.

Mr. Scoville, whose service dates

from 1936, has always operated street-cars out of Division 20.

Upon hearing of this act of good will toward a senior citizen, Arthur H. Tryon, Executive Director of the Division of Senior Citizens Affairs, Los Angeles County, wrote a personal letter to General Manager Cone T. Bass in praise of Operator Scoville. This letter, as well as the action which prompted it, was called by Mr. Bass to the attention of Executive Director C. M. Gilliss and General Superintendent of Transportation George F. Goehler.

She Confesses Error; He Sets Her at Ease

CONFESSING en route to Operator G. V. Norcia, of Division 8, that she had boarded the wrong bus by failing to note the head sign, Mrs. Marion Collins was so set at ease by his courteous reply that she wrote the Courtesy Department:

"He didn't come up with a tired, 'What's the matter, can't you read?' or even give me a pained look with a transfer back . . .

"Instead, came his courteous, cheery, 'No problem, here's how you can get to Hollywood and Highland' . . .

"I'll be forever grateful . . . I only had 6c left in my purse". . .

Nurses Injured Pigeon; Draws Letter of Praise

HIS KINDLINESS in picking up a pigeon which had been badly hurt by the car ahead of his bus made Operator Odd Kristofferson, of Division 5, the subject of a letter written by Edna Perrie to the *Herald-Examiner* for Sept. 11.



Mr. Kristofferson gently placed the injured bird in a nest of rags he made in a box, intending to take the pigeon home

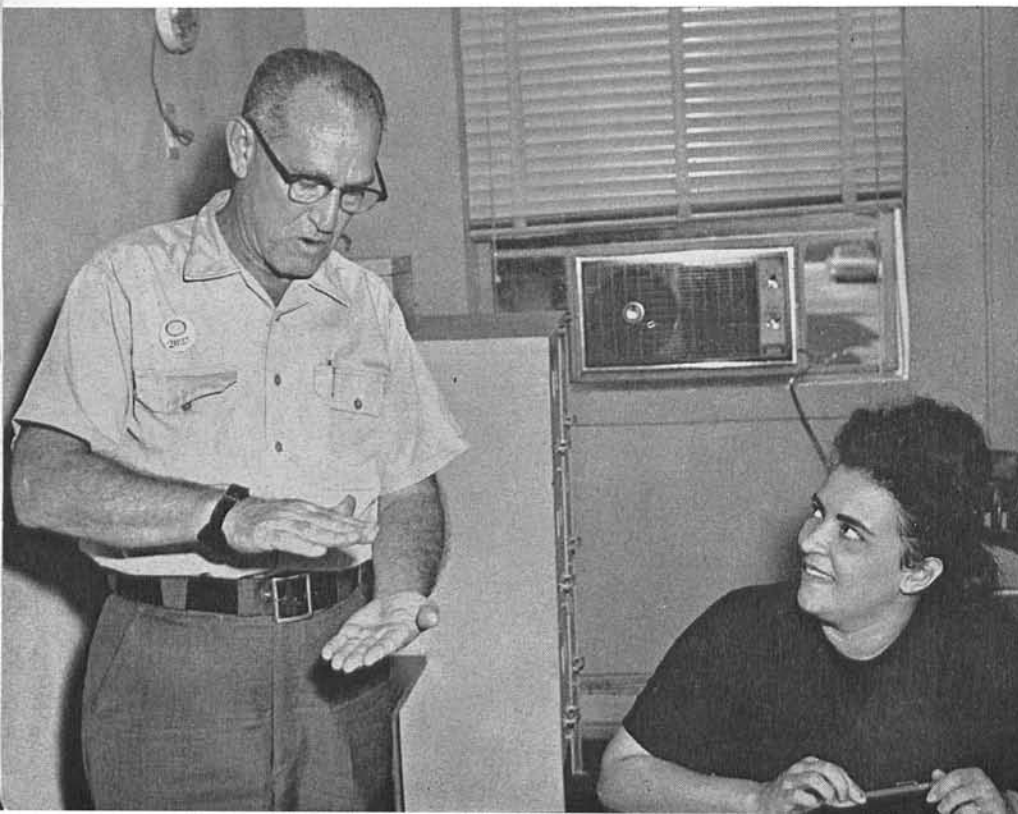
and nurse it, according to his own story.

For two weeks he fed it soup through an eye-dropper, meanwhile keeping its broken leg bound. Then, one day, it flew away.

"I think it was the most wonderful and humane thing I have ever seen . . . He must be a kind and wonderful person," stated the letter to the newspaper.

(Look in the next issue of THE EMBLEM for a story of this Operator as a builder of a larger nest—his home.)

"ABOUT THIS SIZE"—Operator Marshall E. Scoville demonstrates to Division 5 Stenographer Frances Thompson the size of the woman's purse with over \$2,000 he found on his bus.



Whole Column Tells Of Pateman Courtesy

THE RADIANT PERSONALITY—as evidenced by his smiling courtesy and imperturbable good humor—of Division 2 Operator John C. Pateman was the subject of an entire column in the Sept. 21 issue of the Los Angeles Catholic newspaper, *The Tidings*.

In her column, entitled, "Among Us," Mary Healy, who observed Mr. Pateman as a passenger on his Alvarado Line bus, did not name him.

Some of her phrases:

"Hearty he was, and wholesome. . . . He wore his uniform as though it were an honor to be identified with the company.

"This man deserved recognition, not because . . . he did anything unusual or startling . . . It was rather that he did his job in a cheerful, efficient manner. Obviously he enjoyed it . . . To the task . . . he contributed a vast grace and true dignity."

10 MTA Buses Aid CD

Drivers Rush to Evacuate Hospital Patients

ACTUAL ASSISTANCE in Civil Defense was given by MTA for the first time on Tuesday, Aug. 28, when forest and brush fires threatened the Veterans Hospital northeast of San Fernando.

Escorted by 10 motorcycle policemen, 10 buses manned by 10 Operators from Division 8, Van Nuys, sped to the hospital—near Sayre St. and the Los Angeles County line—to help evacuate 465 patients. The Operators were C. L. Carmichael, John Corr, M. C. Fox, P. A. Lavin, J. J. Manocchio, H. A. Naughton, Rudy Ost, W. A. Sanders, T. B. Simpson, and L. G. Wilson.

An emergency truck equipped with two-way radio was also driven to the hospital from Division 2 by Bill Boyett, second-shift Leader at that division.

Acting on an emergency call to Dispatcher E. J. Christensen from Inspector Fisk of the Los Angeles Police Department, Assistant General Manager M. Edwin Wright and General Superintendent of Transportation George F. Goehler first ordered Division 8 to hold 12 Operators and 12 coaches, Division 3 to hold three Operators and three coaches, and Division 2 to hold an emergency truck and mechanic for emergency use.

Then, speeding out to the scene themselves, and keeping in touch with the situation through Dispatcher Christensen by two-way radio, the two officials gave an order on the way for the 10 buses and the emergency truck to move. The plan was to transport patients to the Veterans Center in San Fernando and the Veterans Hospital at Sawtelle. Ambulances were also standing by to move the bedfast patients.

"Fortunately, evacuation proved to be unnecessary," Mr. Wright said later, "but the excellent cooperation of the 10 Operators, the emergency truck driver, and the Dispatcher indicated that MTA can be of major assistance for evacuation during disasters."

On Sept. 7, John D. Adlerman, Veterans Hospital Director, wrote the following letter to Mayor Samuel Yorty in appreciation of assistance rendered:

Dear Mayor Yorty:

The evening of August 28, 1962, a nearby brush fire seriously threatened this hospital. Because of the fire it was necessary to evacuate the County Hospital, Olive View, which is located near us, and for a period of several hours it was touch-and-go as to whether the patients in this hospital should be moved also.

At the time I made a telephone call to the Police Emergency Center to ask if they could help us arrange for transportation to assist us in moving our patients. A short time later we received a call from the Metropolitan Transit Authority offering us buses and shortly thereafter they had ten buses and drivers on a stand-by basis on our hospital grounds. This is only an example of the kind of assistance we received from City, County and Federal agencies . . ."

Blood Donors Thanked; Drive Yields 49 Pints

BY DEPOSITING 49 pints of blood in the Bloodmobile at Sixth and Main Sts. Aug. 30 and 31, employees more than doubled their contribution over that in last year's one-day drive.

But total donations for the first eight months of 1962 are only half those for the same period of 1961: 110 pints against 220*.

The above figures are from the Personnel Department. The record also shows that two would-be donors were rejected in this year's drive as compared with six in last year's. However, those who offered but were rejected for medical reasons during preliminary tests received credit for a 'deposit' in the MTA Blood Bank.

"Thanks to all who have so unselfishly given," said Director of Personnel W. C. Scholl, whose department has jurisdiction over the MTA Blood Bank.

"It is hoped, however, that many more employees and their family members who may be eligible will soon 'deposit' their blood to the credit of the MTA Blood Bank at their neighborhood Bloodmobiles. To do so will help save lives—and, to quote a current slogan: 'The life you save may be your own.'"

*The 220 is on a prorated basis. Total for the year 1961 was 329 pints from known donors.



"ARE YOU REALLY FROM SPACE?" lad asks Division 7 Operator Fred Strom, who, dressed in a Space Ranger's suit, was the last of several similarly attired Operators who gave free rides to all who boarded a specially painted bus in a recent promotion.

MS Society Thanks ACME for \$150 Gift

A CONTRIBUTION of \$150 from ACME on behalf of its members to the Southern California Chapter, National Multiple Sclerosis Society, elicited the following reply from the Society's Executive Director, Kent S. Bramwell:

"The leaders of the Hope Chest and the members of the Board of Trustees—all volunteers—join me in thanking you for your generous gift.

"Your continued support, together with the research of our dedicated medical scientists will, in time, find a cure for this crippling disease."

Join ACME Now!

THE CONVENIENCE of giving by pay-roll deduction through ACME to principal charitable causes has been discovered by large numbers of MTA employees.

Fill out *your* membership card today if you haven't joined. Get a blank card from your department head or the Personnel Department.

New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between July 16 and Sept. 15:

Accounting and Fiscal Division

KEY-PUNCH OPERATOR: Frances Ann Lafferty.

Equipment Maintenance Department

JANITOR: G. W. Severns.
MECHANIC "A": A. A. Privitera*.
UTILITY "A": J. D. Gradillas.

Personnel Department

TYPIST-CLERK: Karl H. Clauss.

Real Property Management

INFORMATION CLERK: Carole A. Boughton, Veda B. Bowman, Patricia M. Fagan, Yolanda Flynn.

Transportation Department

OPERATOR: J. B. Ardella*, Division 2; N. V. Bara, 20; L. N. Barksdale*, 2; A. W. Beck, 6; R. J. Buda, 20; D. R. Case, 8; J. R. Caven, 9; E. R. Collier, Jr., 1; S. L. Cox, 5; J. M. Culbreath*, 5; H. S. Daniels, 5; R. T. Derra, 9; D. F. Duffy*, 9; W. L. Edwards, 20; Clarence Ellis, 1; B. J. Evans, 20; G. B. Fitzpatrick, 5; F. L. Franklin, 20; Carl Gardner, 20; J. L. Gardner, 20; Fred George, 9; T. E. Green, 1; A. S. Guskos, 6; F. L. Hay, 5; J. J. Jacobs, 1; W. R. Kilgore, 20;

H. E. LaDow, 5; E. E. Maher, 2; F. C. Mons, 20; Joseph Oliveria, 2; L. P. Pine, 5; L. C. Russell, 2; W. C. Schultz, 3; F. E. Scott, 2; A. G. Senger, 20; R. J. Sindelar*, 5; C. L. Smith, 5; Myles Smith, 5; T. W. Stembridge, 5; J. C. Stevens, 9; W. B. Strong, 3; J. H. Swinson, Jr., 3; S. B. Taylor, Jr., 20; J. W. Tubbs*, 3; Andrew Vazquez, 20; Nathaniel Walker, 5; T. D. Walker, 3; Willie Williams, 5; C. E. Wilson, 8*; E. H. Wilson, 2; W. C. Young, 20.

DIVISION STENOGRAPHER:

Jacqueline Malone.

RED CAP PORTER: W. J. Watson

*Re-employed

On Their Way Up

CONGRATULATIONS to the following MTA employees, who took a step up the ladder in recent weeks:

L. P. Alvarez from Operator to Operator-Extra Instructor, Division 2; July 30. Employed Oct. 3, 1947.

M. A. Atkins from Operator-Extra Schedule Checker to Operator-Extra Supervisor, Division 12; Sept. 9. Employed Aug. 27, 1957.

R. L. Barth from Operator to Operator-Extra Instructor, Division 11; July 27. Employed Feb. 20, 1946.

C. H. Beatty from Schedule Checker to Schedule Maker I, Transportation Department; Aug. 12. Employed Oct. 2, 1954.

W. H. Chaney from Operator to Operator-Extra Instructor, Division 1; July 25. Employed Dec. 14, 1959.

W. C. Fritzsche from Stock Clerk to Shipping Clerk, Purchasing and Stores Department; July 30. Employed Apr. 17, 1956.

W. L. Graham from Utility "A," Equipment Maintenance Department,

to Operator, Division 20; July 28. Employed Nov. 19, 1959.

D. W. Joseph from Operator to Operator-Extra Supervisor, Division 5; Aug. 20. Employed Aug. 10, 1959.

Al Latvala from Print Shop Foreman to Print Shop Supervisor, Transportation Department; Aug. 8. Employed June 1, 1956.

W. V. Lorusso from Operator to Operator-Extra Supervisor, Division 3; Aug. 17. Employed Aug. 28, 1946.

S. P. McGee from Operator to Operator-Extra Instructor, Division 7; June 26. Employed Aug. 12, 1947.

W. J. Mieczkowski from Temporary Clerk, Accounting and Fiscal Division, to Junior Stock Clerk, Purchasing and Stores Department; July 30. Employed July 9, 1962.

Jasper Marino from Service Director to Supervising Service Director, Division 11; July 22. Employed Mar. 27, 1941.

Jesse Medeiros from Mail Messenger to Print Shop Clerk, Transporta-

tion Department; July 15. Employed Apr. 1, 1946.

L. E. McChesney from Operator to Operator-Extra Supervisor, Division 9; Aug. 21. Employed Feb. 12, 1946.

Nola L. Pearson from Relief Stenographer to Stenographer, Division 9; Aug. 6. Employed Oct. 17, 1960.

William Phelan from Junior Stock Clerk to Stock Clerk, Purchasing and Stores Department; Aug. 21. Employed Dec. 9, 1960.

R. E. Shadle from Junior Stock Clerk to Stock Clerk, Purchasing and Stores Department; July 10. Employed Jan. 12, 1959.

C. R. Taliaferro from Operator to Operator-Extra Supervisor, Division 9; Aug. 18. Employed Nov. 15, 1950.

C. A. Tolley from Schedule Maker I to Schedule Maker II, Transportation Department; Aug. 12. Employed Dec. 27, 1960.

H. O. Van Patten from Operator to Operator-Extra Supervisor, Division 5; Aug. 16. Employed Apr. 22, 1946.

V. A. Wetmore from Assistant Division Superintendent, Division 5, to Division Superintendent, Division 6; July 29. Employed May 18, 1936.

In Memoriam

WITH REGRET, THE EMBLEM reports the death of the following:

Lewis E. Adkins, 81, retired Conductor, Division 1; Sept. 30; service from 1905 to 1949. Survived by his wife, Anna, of Los Angeles.

Richard H. Hilf, 83, retired Chief Special Agent; Aug. 7; service from 1927 to 1945. Survived by his wife, Edna, of Encino.

Clarence P. Johnson, 40, Operator, Division 5; Aug. 17; service from 1957. Survived by his daughter, Sandra, of Los Angeles.

Rosely Klingelsmith, wife of retired Chief Power Supervisor Philip T.

Klingelsmith; Aug. 5. Survived by her husband, whose service dated from 1909 to 1955.

Henry J. Klingsiek, 70, retired Operator, Division 2; Sept. 19; service from 1924 to 1957. Survived by his wife, Atha, of Huntington Park.

Samuel A. Knight, 48, Operator, Division 5; June 27; service from

(continued on page 15)

Retirements

BEST WISHES to:

Alfred Argue, Operator, Division 20, retired Aug. 1 after service from 1927. He had been on indefinite leave since May 25, 1962.

Jay E. Beardsley, Operator, Division 11, retired July 23 after service from 1922.

Hugh John Burke, Operator, Division 11, retired Sept. 10 after service from 1942.

Haakon Sverdrup Christie, Operator, Division 7, retired Aug. 27 after service from 1944.

James C. Davidson, Supervisor, Transportation Department, retired Sept. 1 after service from 1927. (See story on this page.)

John W. Ehl, Mechanic "A," Division 12, retired Aug. 20 after service from 1925.

Vernie D. Frye, Operator, Division 6, retired Aug. 3 after service from 1945. (See photo on this page.)

George R. Kerrigan, Trafficman, retired Aug. 7 after service from 1944.

Ruel Othello Martin, Shop Clerk, South Park Shops, retired Aug. 1 after service from 1925. He had been on indefinite leave since Apr. 3, 1962.

Ralph A. Moore, Operator, Division

8, retired Aug. 1 after service from 1939.

Orval E. Sandlin, Flagman, retired Sept. 1 after service from 1943.

Earday P. Verrett, Operator, Division 6, retired July 10 after service from 1922. He had been on indefinite leave since Dec. 12, 1961. (See photo on this page.)

In Memoriam

(continued from page 14)

1947. Survived by his wife, Alice, of Los Angeles.

Edward E. Loop, 78, retired Supervisor, Transportation Department; Sept. 6; broken service from 1905 to 1948. Survived by his wife, Gladys, of La Crescenta.

Robert W. Mills, 73, retired Assistant Foreman, Mechanical Department; Sept. 10; service from 1923 to 1953. Survived by his wife, Mary, of Spring Valley.

Leslie H. White, 38, Stock Clerk, Purchasing and Stores Department; Sept. 23; service from 1947. Survived by his wife, Exzetta, of Los Angeles.

Supv. J. C. Davidson

Retires after 35 Years

"I'VE BEEN GRATIFIED throughout the years at the cooperation I received from the Operators and Trainmen," said retiring Line Supervisor James C. Davidson on Aug. 31, his last day of transit service, as he looked back over his 35 years with MTA and predecessor companies.

A Supervisor since 1952, he began his transit career in 1927 as a Conductor working out of the Subway Terminal for Pacific Electric. By 1938 he had risen to the position of Assistant Trainmaster, which he held for the next 12 years.

Mr. Davidson did some planning for his retirement. A few years ago he invested in a Laundromat in Glendale. Now he owns it. He still expects to find time for his hobbies of playing tournament bridge, traveling, and enjoying sports.

He and his wife, Georgia, are longtime residents of Glendale, and have three grown children.

AU REVOIR—James C. Davidson, second from right, retiring Supervisor, Transportation Department, gets a friendly handshake from George F. Goehler, General Superintendent of Transportation, right, with Laurel S. Jones, Schedule Expediter, left, and David S. Coburn, Superintendent of Schedules and Statistics, awaiting their turn to wish him au revoir.



V. D. Frye

E. P. VERRETT, left, Division 6 Operator who retired last July 10, pictured with old friends on the Redondo Line about two years ago just before he started his early a.m. run to Los Angeles. Others are G. W. Demarest, Operator recently retired, and C. A. Schulz, then Superintendent at Division 6, Venice.



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(READERS—Please keep your department informed of any change in your address.)

The central graphic is a dark rectangular area filled with various shopping-themed elements. At the top left, a circular arrow contains the word 'SALE'. To its right, the word 'NEW' is written vertically in large, bold letters. Further right, a rectangular box contains the words 'SPECIAL PURCHASES'. Below these, a large, light-colored oval contains the cursive text 'Fall Fashions'. To the left of this oval, a rectangular box contains the cursive text 'Back to School'. Below the oval, a triangular shape contains the words 'shop NOW' in bold, sans-serif font. To the right of the triangle, a rectangular box contains the words 'Shoe Sale' in a stylized font. At the bottom right of the graphic, there is a small, detailed illustration of a white MTA bus with a dark stripe and a destination sign.

**Are you a STOP and GO Shopper?
It's easy to STOP...when you GO M·T·A bus!**

Fall shopping means a lot of stopping... going here and there for the best values. So don't overlook the biggest value going... M·T·A buses and streetcars. Why work and worry over driving and parking? Go M·T·A—spend your time and money shopping.



M·T·A buses and streetcars go wherever you want to shop.
For information, call Richmond 7-4455 or your local M·T·A information number.

MTA'S fall shopping advertisement.